



MANCHESTER-HOOKSETT-BOW
STATE 13917 FEDERAL X-A000(112)
NH3A FEASIBILITY STUDY

City of Manchester Community Meeting

Wednesday May 26, 2004
7:00PM
Northwest Elementary School
Manchester, New Hampshire

Advisory Committee Members Present: Hiram Morrill (NHDOT District 5), Quazi Bari (Southern NH Regional Planning Commission), William O'Donnell (Federal Highway Administration), David Beauchesne (Manchester)

Staff: John Butler (NHDOT), Phil DeLeon (Wilbur Smith Associates), Tom Errico (Wilbur Smith Associates)

Public: Gene Basvert (11 Greer Street)

1. Welcome & Introductions – NHDOT

John Butler gave a brief introduction into the project specifics.

2. Presentation – Tom Errico

Tom presented information relative to the project such as; Study Background, Current Year Traffic Summary, Proposed Traffic Count Program, Purpose and Need Statement, Schedule, and the Public Outreach Program. He noted that a copy of the presentation material would be available through Dave Beauchesne.

3. Comments

- The lone individual who attended the meeting thought that the project would address the congestion at the Amoskeag Rotary. Traffic backs up on Goffstown Road where he lives. It was clearly noted that this issue was not in the study area for this project.
- On the slides, which show the traffic volumes, the volumes should be identified as average annual daily traffic (AADT).
- Traffic backs up on the side streets.
- Left turning traffic has to wait for openings and causes traffic to back up on NH3A, especially during rush hours.

- What were the comments from the Hooksett meeting regarding bicycle/pedestrian uses. (Generally, there are no existing facilities for either). It was noted that several Hooksett residents noted concerns for both bicyclists and pedestrians and the study recommendations need to account for these modes.
- Will there be any impacts to the Intervale Golf Course? It was noted that the evaluation would review impacts to abutting properties including the Golf Course.
- Will impacts be considered beyond the project limits? Maxwell Pond in the Samuel Blodgett Park is just south of the project area and crosses beneath Route 3A. The project limits are well defined and will not evaluate traffic conditions in that area. Environmental impacts will be considered for areas not directly along the corridor.
- The I-293 interchange is the southern terminus of the project and the beginning of the City's compact zone.
- Advertisement for the public meetings could be improved. The notice in the Union Leader was small and contained within a small article. The City may also consider some direct contact with major abutters to notify of meetings.
- Reduction of truck traffic would improve the corridor.
- Tolls on I-93 are an issue. They direct trucks onto the corridor.
- Downtown Hooksett will be difficult to improve. The houses are very close.
- Direct access from I-93 to the truck stop in Hooksett (north of the state liquor store) might reduce truck traffic.
- Traffic counts were anticipated to commence the first week of June. NHDOT is beginning an overlay project at the same time. NHDOT to check on the actual work schedule. May need to reschedule the traffic data collection.